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CENTRAL INTELLIGENCE AGENCY

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# INFORMATION REPORT

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COUNTRY Iran

SUBJECT      **Road Reports**

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25X1 1. Attached herewith for your retention are copies of the following road reports:

- a. Road from Salami south to Qain over desert;
- b. Road from Qain south to Zabul;
- c. Road East from Tehran to Meshed;
- d. Road from Soltan-Abad north into Meshed;
- e. Road from Tehran via Karaj and Chalus to Gurgan; and
- f. Road from Shahi via Firuzkuh to Tehran.

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23 October 1949

Road from SHAHI via RIRUZKUH to TEHERAN

Leave SHAHI. Go south. Follow along railroad to Teheran. It is a wide dirt road with gravel. The surface is a little rough. One set of telephone poles. The plain has been rising gently since SHAHI.

41 mi. From Shahi. Going into foothills. Cliffs to right (west) Railroad to east. Stream bed to west with water. Trees.

5.1 mi. Railroad grade crossing. Very winding

5.3 mi. Steel bridge and railroad bridge of concrete. Fertile valley.

7.3 mi. Large 2 arch concrete railroad bridge. Small concrete road bridge.

7.6 mi. 4 arch "Marco Polo" bridge. Old. Road very rough.

9.7 mi. One railroad bridge - one car bridge.

10.8 mi. Railroad grade crossing.

11.2 mi. Bridge

11.3 mi. One arch railroad bridge of concrete.

11.7 mi. Town

11.9 mi. R.R. bridge and car bridge. Big factory to west.

12.1 mi. R.R. grade crossing.

12.4 mi. R.R. station

13.1 mi. Large R.R. bridge - 2 arches. Steel and concrete. Open frame.

14.1 mi. Entering Gorge. Climbing. Reinforce steep banks by rectangles of concrete and stone.

15.0 mi. One arch bridge. R.R. is to west of river, car road to east.

16.6 mi. Steel R.R. bridge. Good to blow up.

16.8 mi. Small bridge.

17.3 mi. Bridge.

17.7 mi. R.R. steel bridge with concrete cribbing. One arch.

18.0 mi. R.R. steel bridge. Good to blow up.

19.3 mi. Bridge

19.4 mi. Bridge

19.6 mi. Bridge

20.4 mi. One arch R.R. bridge.

22.0 mi. R.R. concrete bridge with steel span. One arch.

23.6 mi. Town. Bridge across stream to power plant. Rice terraces.

27.4 mi. One arch steel and concrete R.R. bridge.

27.5 mi. 6 arch steel and concrete R.R. bridge. 15 feet high.

28.4 mi. R.R. culvert

30.8 mi. Town

31.0 mi. Bridge. R.R. station. R.R. siding with 5 tracks.

31.3 mi. R.R. grade crossing. R.R. engine houses with 5 locomotives.

33.6 mi. Small bridge. Rice terraces.

34.0 mi. South of Shahi - S curves.

36.8 mi. Bridge. Village

37.5 mi. 2 span ~~concrete~~ concrete R.R. Bridge.

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SHAHI to TEHERAN

- 38.2 mi. R.R. tunnel goes under the car road.
- 39.6 mi. 5 arch stone R.R. bridge to west of road.
- 41.1 mi. River joins main stream.
- 42.5 mi. R.R. tunnel above road to west.
- 43.3 mi. Country becoming arid. Rice terracing.
- 44.4 mi. R.R. tunnel
- 44.8 mi. Bridge. Village. Cliffs.
- 45.3 mi. R.R. bridge
- 46.0 mi. Village. R.R. house. Grade crossing. R.R. goes into tunnel to east. Long R.R. bridge of cut stone crosses car road and stream.
- 47.9 mi. One arch stone bridge.
- 48.1 mi. R.R. bridge high up the mountain to west.
- 49.1 mi. 6 span R.R. viaduct of stone about 100 feet above car road to west.
- 49.2 mi. S curves
- 50.1 mi. R.R. station on other side of gorge.
- 50.4 mi. Huge high R.R. bridge to east. 400 feet above. Road bridge also.  
R.R. bridge with 1 main arch and 3 side arches on each side crosses over road.
- 50.7 mi. Car bridge. 2 other R.R. bridges visible from the road high up on the mountain. Swiss mountain railroad building with loops, tunnels and bridges.
- 51.2 mi. R.R. has 3 tracks - one above the other.  
Top bridge has 7 spans.  
Middle track has 3 spans  
Bottom track has no spans.
- 51.5 mi. R.R. has 3 tracks - one above the other.  
Top has 4 span bridge  
Middle has 1 span bridge  
Bottom has 1 span bridge
- 51.6 mi. R.R. has 3 tracks - one above the other  
Top has 7 arch bridge and enters a tunnel  
Middle has 3 arch bridge and come out of above tunnel  
Bottom has 2 arch bridge
- 52.8 mi. Road bridge
- 52.9 mi. 5 arch R.R. bridge crosses over car road. R.R. track passes under road into mountain across the stream and comes out of tunnel to cross over the road.
- 53.7 mi. 7 arch R.R. bridge high up to east.
- 55.7 mi. Road bridge.
- 56.0 mi. Cut stone R.R. bridge over road. R.R. then enters tunnel to east. Road winds under R.R. bridge.
- 57.0 mi. Top of pass over mountains.
- 58.1 mi. Tunnel for "R.K. Miserable village.
- 58.3 mi. R.R. station with 4 tracks. Road goes straight.
- 64.0 mi. Straight road ends.
- 66.1 mi. Road to SEMMAN goes east. Crosses R.R. track. R.R. also goes to Teheran via Semnan. Meets the Meshed-Teheran railroad and highway.  
Our road goes west.

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Shahi to Teheran

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69.7 mi. Bridge  
70.5 mi. Bridge. Climbing  
76.7 mi. 9 arch bridge. 300 feet long. Tunnel to north.  
77.2 mi. S turns for road.  
77.4 mi. Bridge  
77.9 mi. Tunnel for alternate road  
78.7 mi. Cross alternate road for donkeys.  
78.9 mi. Small bridge. S turns. Steep climb.  
86.2 mi. Small village to north  
86.5 mi. Down grade  
89.0 mi. Up and then down.  
89.9 mi. Hair pin turn, cross stream, another sharp turn.  
Barren hills. Telephone poles.  
92.1 mi. Bridge. Poplar trees  
92.2 mi. Little bridge  
93.1 mi. Bridge  
93.3 mi. Bridge  
95.0 mi. Still climbing - steep.  
96.1 mi. Pass  
98.3 mi. Water pool with trees in dip of hills  
99.7 mi. Another pass  
100.3 mi. Village with trees  
104.1 mi. Oasis village  
104.3 mi. Bridge  
107.7 mi. Village. Trees. Extensive settlement  
108.0 mi. Bridge  
111.0 mi. Village. Cultivation  
120.3 mi. Village and trees. Otherwise barren country.  
121.0 mi. Bridge. Bad curves  
122.1 mi. Small village  
122.3 mi. Road to north goes to AbAli. Gendarmerie. Our road goes west.  
124.6 mi. Steep upgrade.  
125.0 mi. Pass S curves  
125.6 mi. Still a dirt and gravel road. 2 cars wide. Surface good.  
128.4 mi. Top of pass  
131.9 mi. Big high bridge.  
132.1 mi. Bridge  
133.2 mi. Green slope and trees to south.  
135.0 mi. Stone bridge. Village. 2 sets of telephone poles  
137.1 mi. Tea house  
137.9 mi. Village  
140.0 mi. Tea house. Down grade  
145.1 mi. Village  
145.2 mi. 15 foot bridge. Another village

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From Shahi to Teheran

146.6 mi. Old fashioned cement bridge.  
147.4 mi. Another road to north skirting hill. Steep climb.  
148.6 mi. Top of pass  
152.7 mi. Lot of poplar trees. Estate to south.  
153.2 mi. qanat water wells  
153.9 mi. Another road joins main road.  
155.0 mi. 2 bridges.- small. Going down grade. Road winds.  
159.0 mi. Asphalt begins. Outskirts of Teheran.  
163.1 mi. Traffic circle. Boulevard. TEHERAN  
Driving time: 5 hours  
Traffic going opposite direction during 5 hours:  
32 trucks, 2 busses, 11 cars

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Road East from Tehran to Meshed

Brief summary

Leaving Tehran and going on road to East. Road gravel all the way.

9	klm	From Teheran - on the hill to the south there is a copper mine.
92	klm	Salt Canyon
94	klm	Desert of gravel begins.
106	klm	Karand B.P. Gasoline pump
223	klm	Semnan B.P. " "
344	klm	Damghan B.P. " "
426	klm	" B.P. " " Small hotel.

Time - 3 $\frac{1}{2}$  hours. Railroad runs along highway to No highway markers or kilometer stones on this road. From here the road is gravel, the desert is also gravel. Water wells seen occasionally. There were signs on an oilfield to the south. The road is very well maintained. (2 trucks wide).

560	klm	Abbas Abad B.P. gasoline pump. Desert starts..no water or gas. Only occasional This is the Dashte Kavir. Along this stretch there are many bandits who travel on camels. They come down from the mountain (Elbury) to the north, raid the road and villages and then disappear into the desert to the south. On Sept. 30, 1949-20 Gendarmes caught a few of these bandits and some camels.
682	klm	Cultivation starts again. Minaret of Kiosnav is a tower of an ancient city. Still a gravel road.
688	klm	Sabzevar - End of desert. B.P. gasoline pump.
732	klm	A fine gravel road branches north to Qouchan. The villages Soltan Abad. This road is also used to go to Meshed.- entering from the North. Meshed is 212 klm. from Soltan Abad on this northern way.
812	klm	Meshed - driving time Teheran-Meshed - 19 hours. From Soltan Abad to Meshed over the southern route is 231 klm. A bit longer than the northern route. The pilgrims take (busses) the southern route going to Teheran. On Sept. 30 - Oct. 1, 1949 the road is worse, due to the month of pilgrimage and the hundreds of buses. (washboard roads)

Road East of Meshed toward Saraks - Sept. 1, 1949. The road goes due east.

It is a good gravel road, for 2 trucks wide, in good repair. One can go 45 to 50 miles per hour. There are a few villares of Berberis near Meshed. After 30 miles east of Meshed the county is uninhabited. There is lots of game.

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The road starts climbing 60 miles from Meshed. It has about 6 S curves in good condition. 64 miles from Meshed is the mountain pass which commands a view of the entire country in the direction of Meshed, and a large flat valley to the North East beyond which is another range of mountains on the other side of which lies Russia.

At 68 miles from Meshed the improved road ends, the road is under construction and has many detours and by passes over rough terrain.

At 75 miles from Meshed the trail to the left goes northward to the village of Bizangar and the road ends there. The village of Bizangar is completely isolated, no other habitation being located within a 20 mile radius.

From Bizangar there is a horse trail which goes ca. six miles north east to the cave of Bizangar near the top of the mountain from which you can look across the top of the next range of mountains and see the fertile strip of foothills of Russian territory beyond which the Turkoman desert of sand dunes is visible.

Road South From Meshed to Turbat-i-Haidari September 4, 1949

Leaving Meshed by the Southern road 2.5 klm - 3 arch brick bridge, not very big. The road is of gravel and dirt, 2 trucks wide, in fair condition. Washboard effect. There are lots of road workers along this road, and the road is well maintained.

- 3.2 klm one road goes straight ahead, one road goes to the left.
- 9.7 klm Police check all buses - opium control. Also take down the car's license number.
- 9.8 klm Cut stone wash 200 meters long.
- 10.1 klm Slight climb to 10.4 klm. 2 telephone lines. The road has improved and is very well maintained.
- 13.3 klm Mosque on the E.
- 21 klm A flat plain on either side. Very barren. There is a donkey trail which runs parallel to the road on the west side at a lower level.
- 23.5 klm Dirt wash.
- 27.8 klm Village of about 100 houses.
- 33 klm Road workers all along the route.
- 38 klm Town 3/4 mile to the east with old dome and tower.
- 39 klm A fork in the road. One road goes to the west. A new railroad is being constructed to the west of this. A one arch bridge for the railroad. The east fork is the road

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to the Afghanistan border. There is an opium control post here.

- 40 klm 2 Arch cut stone bridge. The road surface is rough, 2 trucks wide.
- 45 klm Low rolling hills, a gradual climb.
- 51.9 klm A low pass.
- 55 klm A village 1 mile to the west- an oasis with trees.
- 55.8 klm Road block by Gendarmerie for opium control.
- 57.7 klm Cut stone wash. Red soil to west.
- 64.4 klm Cut stone wash.
- 65 klm Village 200 yards to west, about 50 houses. Also another small village to west with fruit trees.
- 68.7 1 arch bridge of cut stones. S curves. 1 windmill.
- 71.8 klm The roadforks. One road goes to the south. The other road goes to Nishabar. A village of 250 - 300 houses to west with 3 windmills.

Kilometers - Meshed to Turbat-i-Haidari

Sept. 4, 1949

- The road now goes straight south. There are 2 telephone lines along this road. The road climbs steadily.
- 79.8 klm from Meshed - Crest of climb. The country is very dry. Camel caravans seen frequently.
- 30 klm Village 1 mile to west, another village 2 1/2 miles to west. The road surface is rough. 2 1/2 hours from Meshed. It can be done in 2 hours.
- 82.1 klm. Fieldstone wash.
- 83.1 klm Fieldstone wash.
- 83.3 klm Hill town 200 yards to east with a windmill on top of the hill. (Simcox has a picture of this). 50 houses.
- 83.7 klm Another section of the same village. ca. 50 houses.
- 87.7 klm Ford stream - 2 sets of telephone poles.
- 88.1 klm Ford stream
- 90.0 klm In hill country. Very barren badlands. The road is washboardy.
- 96.6 klm Road goes through one small village of 30 houses. There is another village of 150 houses on a little hill to the west 1/2 mile.
- 96.9 klm Cut stone wash.
- 97.8 klm Tea house. Stream flows alongside the road.
- 98.6 klm Cut stone wash.
- 99.0 klm Entering a narrow canyon. Good for defense.
- 99.8 klm Canyon ends.
- 100.5 klm Ford stream.
- 104.4 klm Water tower and terraced agriculture.
- 105.0 klm Gendarmerie and tea house.
- 106.4 klm Pass. S. turns. Steep down grade.
- 111.6 klm Grade smooths out.

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- 114.0 klm Road levels off. Now it is flat and straight. The valley, though barren, is less parched. There is a line of trees.
- 116.5 klm Village of 50 houses. 2 telephone lines. The road crosses a flat plain. It is a good straight road. One can drive 70 klm per hour over it.
- 119.0 Ploughed fields. Mountain range ahead. The highest is to the south west. Other mountain range to north.
- 126.0 klm Village of 40 houses - 250 yards to west.
- 128.0 klm Village of 60 houses 150 feet to west.

Kilometers - Meshed to Turbat-i-Haidari Sept. 4, 1949

- 133.9 klm from Meshed. Large cut stone bridge. Road good.
- 134.8 klm Wash. Road starts climbing. Village to west.
- 135.6 klm Wash.
- 135.7 klm Gendarmerie, tea house, 3 houses.
- 136.0 klm Road leaves valley, entering foot hills.
- 138.0 klm Village of 60-70 houses -  $\frac{1}{2}$  mile to east. Green area.
- 140.6 klm Steep grade. 3 curves.
- 141.4 klm Pass. Steep grade down. Road winds among the rocky
- 143.1 klm Wash.
- 143.3 klm Road has an easy grade down.
- 145.0 klm Gendarmerie with a few houses.
- 146.1 klm Wash of cut stone. Some agriculture.
- 147.8 kklm Road climbs again.
- 148.7 klm Village of 70 - 80 houses - 100 yards to east. Streams, steep grades.
- 152.1 klm Top of pass.
- 153.5 klm Steep grades.
- 154.3 klm Ford stream. Down hill.
- 156.1 klm Dry wash.
- 158.9 klm Another plain with orchards to west.
- 160.0 klm Small village to east. The road is good - flat and smooth. The road winds. The terrain is not so level.
- 167.0 klm Entering cultivated area. Orchards to east. Road very good.
- 168.4 klm Road poor. Orchards on both sides of road. Village hidden by trees.
- 170.0 klm Terraced agriculture.
- 170.7 klm Stone wash dry. Orchards dying. Village on both sides.
- 172.8 klm Traffic circle. Turbat-i-Haidari. Another traffic circle. Mosque. 4 hours from Meshed. Gasoline purchased in tins. A terrible town - full of lazy- shiftless opium addicts.

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In five hours time we saw 1 car, 7 trucks, and 7 buses going in the opposite direction.

Kilometers - Road going east from Turbat-i-Haidari to Salami-Sept. 5, 1949

Going south on the main road from Turbat-i-Haidari to Ahaen for 2 klm. Then turn east off the main road on to a dirt country road. Ford a jube.

- 9 klm from Turbat-i-Haidari on the country road. Take left fork. Farmlands and orchards end.
- 10.3 klm Old dry river bed. Foothills to north. Occasional villages to south with dried up fields. Some cotton fields.
- 14.3 klm The country is fast becoming desert on the north side.
- 15.7 klm This is a good area for a landing field. There are no big boulders, few gullies. It is a wide plain. The ground is semi-gravel.
- 23.7 klm To the north is a very good stretch for a landing field.
- 24.0 klm A village of 300 houses.
- 28.0 klm River bed dry.
- 29.4 klm This road joins the main road from Turbat-i-Haidari to Shaf. This main road has a telephone line and is much better. There is agriculture but everything is extremely dry due to the 7 year drouth. Cotton is grown here.
- 34.3 klm Walled village. Ford 2 streams. Desert on both sides. "Marco Polo" type bridge of brick - 3 pointed arches. 20 klm per hour speed.
- 40.3 klm Large village of Sangam. Took 2 hours from Turbat-i-haidari - the road was so bad.
- 69.0 klm Rushkhar - over awful desert road. Took 3 hours from Turbat-i-Haidari- 25 klm per hour. Town has a governor and a neat small unstaffed hospital.
- 70.2 klm Dry wash. Bad hole in the road.
- 70.3 klm A village to the south; desert and cow hills to north. 1 single telephone line. 3 foot wall enclosing an orchard to south. Dirt and gravel road. Very poor. Lots of washes.
- 73.3 klm Village to north - Road is in a dry river bed.
- 74.0 klm Bad wash.

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75.6 klm Bad wash. Short stretches of washed road. Land is too poor-too many Khanat holes. It is rough though reasonably flat to the south. Could drop parachutes but could not land except in certain spots.

81.5 klm 2 villages to the north - one a mile distant.

Kilometers - Turbat-i-Haidari Road - Sept. 5, 1949 to Salami

82.1 klm from Turbat-i-Haidari- Big irrigation ditch.  
 82.3 klm Village to the north.  
 84.7 klm Large village.  
 86.0 klm Desert to north is very good for landing. Mountains 6-3 miles north of the road. Road very bumpy.  
 87.6 klm Village to the south.  
 87.9 klm Castle - cotton fields to south.  
 91.9 klm Village  
 93.8 klm Village to south. Fields of millet to the north.  
 94.4 klm Village  
 94.8 klm Big estate 1/4 mile to the north  
 96.7 klm Village  
 97.0 klm Dry wash. Terrible road. To the south is good flat country for parachute drops, like the Atlas Mountains in Africa.  
 100.0 klm Village to the south. Melons grown here.  
 101.0 klm Village. Mud brick bridge.  
 101.5 klm 1 arch bridge. Village 1/2 mile to south.  
 102.0 klm Region pock marked by Khanat holes.  
 104.1 klm Crossing a dry river bed 500 feet wide.  
 105.8 klm 2 rows of Khanat holes. A walled village.  
 107.0 klm Fortification entrance. Flat barren land on either side.  
 111.0 klm Fine plowed fields to south.  
 113.0 klm Large modern 3 story building 1 mile to the north.  
 113.5 klm Salami - Village and estate. 5 hours from Turbat-i-Haidari. Terrible road. 20-25 klm per hour. No buses go over this road and only occasionally do trucks travel this road.

Population of Salami - 1,000

Mohammed Chorashi is a very wealthy landowner, the richest man in Khorassan. He lives in Meshed. He was taken prisoner by the Russians in World War II. He owns most of the villages in Eastern Khorassan. East of Turbat-i-Haidari he owns 12 small villages and 3 big villages. These include Salami. His agent in Salami is Muhamed Ali Akharan. Chorashi has his own body guard for these estates- they number 30 armed men and they wear British Indian Army Uniforms. They are Baluchis. He owns 80 horses, 3 jeeps, 3 tractors. His village of Hushargdrsh brings in 370 tons of grain per year.

Road East from Birjand to Hindevalrn near the Afghanistan Border.  
 Leave Birjand on main road from Birjand to Meshed.

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- 2.4 klm on this main road, take a dirt road on your right - East.  
4.1 klm from Birjand. Pass the airfield on the north.  
21.7 klm Water. Climb. Pass village of Masque. The road is fine, gravel, 2 trucks wide.  
23.7 Climb ends. Road goes northward.  
23.0 Panishree Village. Road turns East. Narrows to 2 cars wide.  
39.8 Road climbs to pass.  
42.2 Road to South goes to Sarcha. Our road goes straight East. Tea shop. Road narrows to 1 1/2 jeeps wide.  
49.2 Salt water.  
52.8 Road forks (both meet again) Road goes in a dry river bed.  
55.2 Road forks. Our road goes to the right. The left road goes to Drosgh and Sahar. Road leaves river bed.  
57.5 Road along plateau.  
60.6 Village of Masque. Good for parachute drop.  
66.8 Bureque - a big village with 7 water sources. Poor stretch of road for 1/2 klm. Then road is better. The road slopes down a smooth plateau which is near water and excellent for parachute drops.  
83.9 Village of Nurab. This is a Sunni village. Then the trail goes over the desert northward to Hindevalrn.  
89.7 There is no road from Nurab to Hindevalrn. Hindevalrn is also Sunni. The trip from Birjand to Hindevalrn took two hours. We passed 4 trucks going the opposite direction during those two hours.

Road from Ghaen to Turbat-i-Haidari. South to North - Sept. 26, 1942.

Leave Ghaen by main road going north.

Miles

- 0.2 Cut stone wash.  
0.6 Road to west. Main road is washboardy.  
1.6 Shallow wash.  
2.6 Deep wash. River bed to west. Road leaves flat plain for broken terrain. The terrain rises and is full of pits and cracks.  
5.0 Road begins to climb.  
5.5 Road flattens out.  
6.4 Big wash  
7.5 Rolling hills with gullies.  
8.6 Top of slight climb.  
9.0 River bed. Road of dirt and gravel. Fair. Road climbs. Road gets worse.  
10.8 Top of climb. Many washes. Surface of plain to the east looks rough.  
15.0 Low grade.  
15.5 Wash  
15.7 Wash. Village 1 mile to east. Foothills to west. Plain to east. 2 small villages about 1/2 mile and 1/3 mile to east.

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20.0 Wash.  
 23.7 Cross river bed. Road surface smooth. Good.  
 24.2 A road goes off to east across the plain.  
 26.2 Town to the east. A few trees. Cross look burned out, due to 7 years drouth.  
 27.5 Wash  
 27.8 Wash  
 28.9 Wash  
 29.2 Village 200 yards to west.  
 29.7 Gentle up grade.  
 31.0 Wash . down grade.  
 32.2 Wash  
 32.9 Wash  
 34.1 2 washes  
 34.9 Wash. Plain to the east is smooth with small stones.  
 36.2 Wash  
 36.5 Wash of a river bed.  
 37.0 Washes  
 37.4 Wash  
 Miles Chaen to Turbat-i-Maidari - Cont. 28, 1949

37.7 Miles from Chaen - Wash. Town of Mezri. Another town 1 1/2 miles to the west.  
 38.6 Wash. Foothills.  
 39.7 Wash  
 39.9 Village  
 40.3 2 washes  
 41.0 up grade.  
 41.8 Wash . Road curves.  
 43.0 Crest of hill. Foothills are barren - full of washes.  
 45.1 Crest of hill. Steep downgrade. 3 curves. Building to west.  
 46.0 River bed to west.  
 46.5 Wash. Hills  
 47.7 Stream bed. Stream is dry.  
 48.5 Stream bed.  
 49.5 Rest house.  
 49.8 Stream bed. Very barren.  
 50.7 Stream bed  
 52.0 Wash  
 52.4 2 washes  
 53.2 Wash and wash  
 53.7 Village 200 feet to west.  
 56.1 Village 100 houses. Opium control road block. A plain now on both sides.

57.8 2 washes  
 61.1 wash  
 61.6 Wash  
 63.6 2 washes  
 66.4 Bidoght. Gasoline. 2 hours from Ahaen.  
 69.3 Town to east  
 69.8 Main road goes straight. A road forks to the west and goes to the town of Gansbad - 2.7 klm off of the main road. This town is the central and biggest village in close knit complex of 112 villages in a very close

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fertile, flat plain, surrounded by a desert of sand.  
2 hours from Ahaen.

172.9 Village and Gendarmerie. The road is wash boardy.  
174.2 Wash  
175.0 Sand drifting on to road. Road becomes narrow - built  
of dirt and gravel.

176.2 Cut stone wash.

Miles Ahaen to Turbat-i-Haidari. Sept. 26, 1949

177.1 Wash - cut stone.  
177.7 Wash - road good  
178.7 Cut stone wash  
179.0 Cut stone wash  
179.7 Cut stone wash  
186.5 Town  $\frac{1}{2}$  mile to east. Gendarmerie post.  
189.0 Sand covering road.  
190.2 Big sand drifts over road. Road workers are having difficulty  
to keep up with the drifting sands. Wind seems to come from  
the east. Telephone line.

191.0 Sand dunes.  
192.3 Sand drift on road.  
192.7 Sand drift on road.  
196.1 3 washes  
196.5 Marco Polo Bridge of running river.  
201.3 Bad sand drift.  
203.7 Bad sand drift.  
204.9 Gendarmerie  
213.1 Sand drift. Road goes on to higher land - a flat plain.  
216.5 Long cut stone wash.  
219.4 Wash  
219.6 Wash  
221.2 Town. Gendarmerie  
222.3 End of sand dunes  
228.4 Wash  
229.0 Village to the east  
231.7 Village to west.  
234.0 Gendarmerie. Village  $\frac{1}{3}$  mile to west. Fork in road.  
Main road continues N. Northeast.  
243.0 Wash of irrigation ditch.  
246.0 Stream bed.  
249.2 Village to the east.  
251.1 Wash. Village 100 yards to east.  
253.3 Opium control road block. Suburbs. Gardens.

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Miles

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253.7 River bed.

**SECRET**

254.0 Turbat-i-Haidari Gasoline in tins. An opium addicted town, with lots of loafers and miscontents. Driving time 4 hours 10 minutes. Traffic in opposite direction in 6 hours time- 5 buses and 5 trucks.

S. E. Persia (old name SEISTAN)

The lake-desert town of ZABAL

There are no cars in the town except the mayor's car; trucks and buses occasionally come into town but leave as soon as they have unloaded. The town is under martial law. They export eggs, melons and a few other articles. There are no droshkys or other wheeled vehicles in town except for a very few bicycles. Rustam, the Persian hero was born here. The mayor is powerless. The chief of police is an educated Tehran man, a lieutenant, who speaks a little German. He is a very nice man. The head of the Gendarmerie is also a lieutenant. The real boss of the town is the Army Captain, a handsome, part negroid, nervous man. He is a stickler for rules and regulations. All these men are lonesome in this desolate town. Although a big town, there are no movies, no cares, nothing. Only one Silk sells poor beer, wine and vodka. The town is very poor. There is lots of sickness here. Many children are deformed or have malaria. The road into town is very difficult to travel, hot, dry, long, and full of sand dunes. The bridge into town is falling apart. It is of wood and very weak. There is an agricultural station in this town. It has a vast estate with a few buildings. It is used for showing farmers around here how to raise better crops. This town and surrounding country suffers a lot from severe dust storms lasting 3- 5 days. Electricity in town is very poor.

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Sketch  
of  
Zabeh

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N

CAVALRY BARRACKS

Houses

? Forbidden

AREA ?

BARRACKS

shops

cleaner

MAIN STREET

BAZAAR

LT. House

BAZAAR

BAZAAR  
SQUARE

Governor's  
House

CAPT.'s  
House

Houses

SQUARE

Tele. g.  
Sta.

shops

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**SECRET**

Kilometers

Road from Teheran south to Isfahan

Nov. 9, 1949

- Leave Teheran and go south.
- 3 klm outskirts of Teheran. Brick factory chimneys.
- 13.5 Ray. Shrine of Shabdur Aaim. Aas Station. The road from here is unshalted but with holes. Ganats along the way.
- 26 klm Village
- 30.5-31 klm. Road torn up. Being repaired.
- 34 klm Road repair.
- 38 klm Salt lake to west.
- 41 klm Volcanic hills.
- 41.5 klm Road repairs.
- 42-42.5 klm Road repair
- 46 klm Road runs through a plain of gravel and brush.
- 47.5 klm Brick bridge - 1 arch.
- 49 klm Caravancery
- 51 klm Gendarmerly Post. Cotton fields.
- 56 klm Road repair. Low dirt hills.
- 61 klm Brick Bridge - 6 arches. Water.
- 65 klm Crest of dirt hill. Sparse vegetation.
- 67 klm Road repairs - culvert washed out. Detour.
- 71 klm End of road repairs.
- 71.5 klm Teahouse
- 81.5 klm Caravancery
- 84 klm Rough road
- 86.5 klm Crest of hill.
- 87.5 klm Asphalt road. 1 arch brick bridge.
- 97 klm Teahouse. Village. Caravancery with two towers.
- 100 klm Teahouse. High hill to west.
- 101 klm Salt lake to east. Crest of hill.
- 105 klm Gendarmerly. Long slope down.
- 111 klm Plain - an old lake bed. Plain is gravel.
- 128 klm Crest of hill. Gendarmerly and watch tower.
- 130.5 klm Crest of hill. Gravel. Sparse vegetation.
- Excellent road. 3 telephone lines follow road route.
- 132.5 klm Spring. Caravancery.
- 133 klm Caravancery
- 135 klm Plain with vegetation. Cut stone bridge - 1 arch. Water.
- 140.5 klm Large brick bridge with water.
- 141.5 klm Larger village to west - an oasis.

Road from Tehran south to Isfahan

Nov. 9, 1949

- 147.5 klm from Tehran - 5 arch cut stone bridge. Sandy soil.
- 157.5 klm Gendarmerly - Agriculture.
- 160.5 Gom. B.P. Gasoline pump. Tomb of Fatima. Time from Tehran 3 hours.
- 164.5 Leave Gom. Drive to the west for a ways.
- 165.5 Bridge over railroad going to Yazd. Road is gravel.

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Kilometers

167 Hospital of Gom.  
 169 Gendarmerie  
 174 Oasis with water and poplar trees. Flat plain.  
 187 Agriculture. Irrigation. Trees. Washboard road.  
 189.5 Mud houses -village.  
 201 klm In hills - foothills of Zagros range.  
 205.5 klm Village. Gendarmerie.  
 206.5 klm 3 arch brick bridge.  
 207 3 arch brick bridge. Water.  
 207.5 Shrine of an Imam Zade. Road follows river.  
 208 1 arch brick bridge.  
 209 Caravancery  $\frac{1}{2}$  klm to west.  
 213 Plain surrounded by Aarats.  
 217 Parrallel dirt road to west.  
 221.5 Teahouse. Road still follows river to west.  
 240 Teahouse.  
 248 Caravancery  
 257.5 Teahouse  
 260 Delijan - Road to west goes to Khomein.  
 273.5 Cut stone wash.  
 276. Teahouse  
 294 Small village. Gendarmerie. Good gravel road.  
 310 Rolling terrain.  
 315 Huge plain.  
 340.5 Wash  
 341 Village - oasis  
 344 Meimeh. B.P. Gasoline pump.  
 350.5 Wash  
 353 Village  
 364 Watch tower to East  
 372 Cut stone wash.  
 390.5 Crest of hill.  
 394 Mourche Khar. An ancient walled city. Gendarmerie.

Road from Tehran south to Isfahan. Nov. 9, 1949.

407 south of Tehran. Caravancery.  
 413 Barren plain; flat. Vegetation sparse and absent.  
 415 Water wells.  
 418 Concrete bridge.  
 440 Police stop all cars and control passports. Agriculture starts.  
 451.5 City limits - Isfahan.  
 456 Iran Tour Hotel. Center of Isfahan. Driving time 3 hours from Tehran. Traffic one way. During 10 hours from Tehran to Isfahan - 9 cars, 41 buses, 46 trucks, many camel caravans. This route via Delijan, Memih, and Mourche Khar is by far the most popular and best road.

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Kilometers

Road from Isfahan to Shiraz

Nov. 11-12, 1949

leaving Isfahan on the road going south - kilometer stone along route.

3 klm from Isfahan - Police Station- check passports. Good wide gravel road. 1 telephone line.

8 klm Over ridge related to "Isfahan Mountain".

12 klm Flat plain - surrounded by mountains. Sparse vegetation.

18 klm Tea house

23 klm Trail to west.

25 klm Hills on both sides

27.5 klm Tower to S.W.

30.0 klm Start climbing

32. klm Narrow gorge - watch tower to west. Cut stone wash.

33.5 klm Top of climb

34.5 klm Road to west

35.5 klm Flat gravel plain

44.5 klm Rest house - road fair

45.5 klm Cut stone wash

47 klm Agriculture - poor irrigation

50 klm Low terrace

52 klm Gendarmerie - villages spread out, road to west.

55 klm Abandoned village to east. Water

58 klm Fortified village. 1 klm to east. Ganats.

60 klm Fortified village - 1 klm to East. Ganats

67 klm Fort - good gravel road.

70 klm Several villages - 5 klm to east. Agriculture along river.

73 klm Villages with towers 2 klm to East. 1 baby tank, 1 medium tank of Persian Army - on maneuvers.

81 Entrance to town. 1 telephone line along road.

83 Shah Reza - B.P. Gasoline pump. Then 1 1/2 hour from Isfahan.

87 klm Road to southwest goes to Badegan.

89 klm 13 rick bridge - outskirts of Shah Reza. Agriculture on west side with outstretched villages.

92 Bridge - 2 arches of cut stone

95 End of agriculture. Road follows a wide valley.

98 Village - 1 kilometer to west - agriculture, trees- good wide road.

113 klm Cut stone wash.

114 klm Village - Gendarmerie - Road fair - Washboardy.

130 klm Watch tower to West.

116 klm End of agriculture. Flat gravel plain. Good for parachute drop.

132 klm Fortified village. Gendarmerie. Mountains.

142 klm from Isfahan - rest house.

152 klm Yazd Khash - an old town perched on top of a hill. Has a huge quantity of caves. 1st. Lt. of police was a very young man - speaks French, lets his beard grow. Very bossy and tried to over lord and show his authority but he is easily bluffed.

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Kilometers

152.5 Brick bridge of 4 arches. Water in the river. Gendarmerie.  
153 Watch tower. Road climbs out of valley.  
154 Flat plain. Mountains are getting lower to the east.  
Aashqai are seen frequently on the road.  
160 Rest house  
173 Brush abundant  
178 Port to east.  
187 Fortified village 1 klm to east.  
188 Gendarmerie  
193 Watch tower. High mountains at horizon.  
204 Watch tower to West.  
210 Two forts.  
212 Fort. Agriculture starting.  
216 Entering Abadeh  
222 B.P. Aasatine - Abadeh. Police check passport.  
nice hotel. Time 3½ hours from Isfahan.  
229 Abandoned town.  
232 Village  
238 Village 1 klm to East.  
242 Village  
246 Village and Gendarmerie  
247 Villages  
251 No more villages  
259 Slight but gradual climb.  
273 watch tower.  
281 Rolling road  
282 Cut stone fort. Gendarmerie. Climbing slightly into rolling  
hills.  
291 Big plain to East.  
296.5 Rest house  
297 Pass  
298 Road descends  
306 Rolling plain with isolated mountains. No ranges.  
313 Water and agriculture

Road from Isfahan to Shiray

South Nov. 11 - 12, 1949

Kilometers

315 From Isfahan - Dehlied - B.P. Gasoline Pump.  
316 Cut stone wash.  
328 Fort  
333 Water hole  
333.5 Water hole  
335 Down grade  
335.5 Water  
338 3 forts in valley to East. Rolling hills  
343 Water  
349 Village of Didigun. Water. Start climb.  
352 S curves.  
352.5 Top of pass. Gendarmerie. Desert  
353 S curve. Zigzag down. Steep desert.  
357 End of steep descent. Grade more gradual.  
360 Wash. Start climb.  
361 Crest.

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- 362 Gendarmerie in plain.
- 369 Small trees and brush on Ridge to East.
- 370 Climb
- 371.5 Crest - down grade- road fair.
- 377 Dirt road to west goes 4 klm to village of Pasargadae to the Tomb of Cyrus.
- 386 White walled Gendarmerie on hill to East.
- 387 Narrow canyon. Road descends.
- 390 Canyon widens
- 391.5 Village and Banats
- 394.5 Agriculture begins.
- 396 Gendarmerie - Sadatabad - B.P. Gasoline pump.
- 397 Flat plain
- 400 Village 401 klm. cut stone bridge.
- 406 Port to Northwest.
- 415 Water along side of road.
- 418 Brush is abundant.
- 418.5 Gashqai Camp of 4 tents - 20 people.
- 422 Agriculture
- 425 Sivand - Village. water.
- 433.5 Fortified village. 1/2 klm to South.
- 434.5 Road goes along ledge.
- 435 Village
- 438.5 Village to South. Small stream to West. End of agriculture.
- 445 Water hole.
- 448 Sassanian Tombs to South

Kilometers

Road from Isfahan to Shiraz -- South - Nov. 11-12- 1949

- 448.5 from Isfahan - Archemedian. Ruins. Road good.
- 451.5 Dirt road to West goes to Tombs of Archemedian rulers. Nakshi Ruskam - 4 klm from main road. Abandoned village. 1/2 klm to west on this dirt road is a concrete bridge and lots of water with swamp grass. 3 sculptures of the Sassanian period to the East along cliff of limestone. The gravel highway from this point all the way to Shiraz becomes washboardy due to heavy traffic of sugar beettrunks going to the sugar factory nearby. Rough road.
- 456 Persepolis to the East. Called Tarhti Jamshid locally. Small village. Gendarmerie. Time from Isfahan - 8 hours. Road is very rough - goes over a flat plain.
- 462 Rock ridge.
- 468 Karchouse. Sugar factory to South of village.
- 473 Cut stone bridge over big river. Has 2 large and 3 small painted arches. 2 watch towers on hill and a Gendarmerie. Parallel dirt road to Westward.
- 479 One arch cut stone bridge. Flat plain with no vegetation.
- 484.5 Road follows cliffs. Cave to South. Swamp to North. Spring at foot of ridge.

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Kilometers

436.5 Gendarmerie and teahouse. Village to East.  
 440.0 5 Small mines to West. Rough road.  
 452 A series of culverts built of concrete- all the way into Shiraz.  
 497.5 Gendarmerie. Road starts climbing. 3 curves.  
 500.5 Pass. Watch tower. Descent.  
 502 End of descent.  
 503.5 Gendarmerie.  
 504 Village. Road starts climbing. 3 curves.  
 505.5 Pass. Road descends.  
 509 Gendarmerie. End of descent.  
 511.5 Village. 2 teahouses. Road descending.  
 516.0 Outskirts of Shiraz. Time 2 1/2 hours from Isfahan.  
 513 Shiraz - During 11 hours - traffic one way - 6 cars;  
 5 buses; 43 trucks.

Kilometers

Road North from Mourche Khar to Gom via Natanz and Kashar

Leaving Mourche Khar and going north on the road to Delijan for 1.5 km. Then take highway going East, leaving main highway.  
 2 leave village area. Road is good with occasional dips. Flat gravel plain with some vegetation. 1 telephone line. A very slight but gradual climb.  
 24.5 Fortified village. abandoned.  
 26 Road only fair. Enters foothills. Road narrows to 2 car width.  
 28.5 Water.  
 34.5 Rolling hills  
 38 Steep climb.  
 38.5 Crest. Descent. Road is again better and wider.  
 43.5 Valley agriculture. High mountains to North East.  
 45.5 Dirt wash.  
 46.5 Village - dirt wash and mud walls.  
 47.5 Water  
 48 Mud walls. End of agriculture and of fertile area. Road is rolling, follow high mountain range to the N.E.  
 54 Water is salty. Rocky terrain. Mud wash.  
 57.5 Abandoned village and old stone fort.  
 58.5 Gravel wash. Road follows dry river bed.  
 61.5 Village.  
 66 Village.  
 66.5 Dirt road going East to several villages. Main road is fine but with many dips.  
 69 Gravel wash.  
 69.5 Gravel wash.  
 70 Hit main road from Yazd to Gom. Road to Southwest goes to Yazd. Main road is 2 trucks wide. Gravel. Now the road goes north.  
 70.5 Village of Seigia-abad. TeaHouse. Road climbs. It is washboardy.

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75.5 Crest. Descend. Huge plain to East, high mountains to West.  
78.5 Teahouse.  
79 Gravel wash over a dry river bed.  
80 Watch tower high up on hill to West.  
80.5 Side road to town of Natanz to the East. Towns houses are  
build of stone. Tower is 1.5 klm to East of road.  
81 from Mouche Khar to Gom via Natanz and Kashar - Teahouse.  
82 Dry river wash.  
85.5 Pass. Steep descent.  
91 End of steep descent. Arrive in plain.  
94.5 Irrigation wash. Village. End of Descent. Rock  
and gravel terrain. Sparce vegetation.  
100.0 Road dips into river valley.  
100.5 Gendarmery - 3 arch brick bridge. Water.  
101 Road on flat plain again.  
110 Wall well. Rain for 1st time in 6 months.  
Gravel and rock plain. Vegetation sparce.  
121 Mud village 1 klm to West.  
122 Cross dry river bed.  
123 Dry river wash. No vegetation. Washboard road.  
127 Bad lands.  
132 Big plain to East.  
137.5 Mud village.  
139.0 Rest house. Agriculture.  
141 Road is in the plain now.  
141.5 Tea house.  
153 Flat but poor road. Very sparce vegetation.  
155 Sandy plain, no vegetation.  
158.5 Outskirts of town of Kashar. 1 arch brick bridge.  
160 Kashar. P.P. gas pump.  
162 Leave Kashar. Wide rough road. Flat sandy plain with  
no vegetation. Desert to East.  
169 Gravel plain, mountains to west.  
172.5 Village.  
175 Village 3 klm to East.  
177 Building (?) to west.  
180 Water well.  
183.5 Houses. Road follows fork of mountains to West.  
Sand desert to East.  
193 Village  
198 Abandoned fort  
200.5 Village and teahouse. Trees.  
202 Teahouse  
208 Cable stone wash.  
209 Cable stone wash.  
210. Village. Very poor road. 3 telephone lines.

Road North from Mouche Khar to Gom via Natanz and Kashar - Nov. 16, 1949  
Kilometers

219 from Mouche Khar - come out of foothills  
220 Village  
220.5 Dry river wash.

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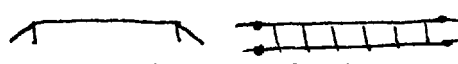
224.5 Vegetation  
231 R.R. Station to East. R.R. follows near road.  
235 Road good.  
238 Caravancery  
348 Village. Road rough.  
253 Village  
251. Village  
264.5 Agriculture  
267 This road meets main road from Gom to Delijan  
269.5 Gom hospital.  
270 Road bridge passes over railroad.  
272 Gom  
Time 5 hours.

Traffic: None from Mouche Khar to Natanze.  
From Natanze to Gom going one way in 4 hours time:  
2 cars, 2 busses, 12 trucks. No camel caravans.  
This route is very poor and not favored as is the Gom  
Delijan - Isfahan road. The lack of traffic is due  
to the poor road plus the railroad taking most of the  
traffic along this route. Also this route is a bit  
longer and more mountainous than the flat Gom-Delijan-  
Isfahan road.

**SECRET**

October 6-8, 1949

Road from TEHERAN via KARAJ and CHALUS to GURCAN

- 27.5 mi. Leave TEHERAN and go west on road to Karaj. Town of KARAJ. In Karaj the main road goes west. Our road to Chalus goes north. It is a dirt and gravel road. The surface is lumpy- washboard. The telephone poles along the road are of steel and painted. These are the only steel posts I have seen in Iran.
- 29.8 mi. Road starts climbing. In a gorge - the river is to the right (east). We pass by several foot bridges of wood which cross the river. They are just logs set as rungs of a ladder across two long poles. Thus:
- 
- 30.1 mi. Village to east. Good stream of water.
- 30.2 mi. Culvert bridge. Road is very winding through the narrow gorge.
- 31.2 mi. Cultivation to east. Trees along stream bed. A mountain road.
- 34.0 mi. Rocky defile
- 35.0 mi. Terraces. Gendarmerie
- 35.5 mi. Concrete bridge
- 36.7 mi. Village on west bank.
- 38.5 mi. Cave. Road narrower and poor.
- 40.2 mi. Village to west. S curves.
- 40.6 mi. Concrete bridge - 1 arch - over tributary to main stream.
- 41.1 mi. Terraces to west across stream. Road out.
- 41.6 mi. Bridge over a small dry river bed. Village to west. Steep narrow gorge. Road is still near the stream level.
- 42.4 mi. Small bridge.
- 44.0 mi. Village. Bridge crosses a tributary stream.
- 44.8 mi. Concrete bridge over main river. Road is now on the west bank.
- 45.0 mi. Village.
- 47.1 mi. Bridge over tributary
- 50.7 mi. Concrete bridge over tributary.
- 51.5 mi. Concrete bridge over tributary.
- 54.5 mi. Village to west. Rock falls common along road.
- 57.0 mi. Bridge over a tributary.
- 59.0 mi. Cultivation.
- 59.6 mi. Bridge.
- 62.4 mi. Bridge over main stream. Road now on right bank.
- 63.5 mi. Small bridge.
- 64.7 mi. Scattered houses and fields
- 67.1 mi. Village on west bank. Valley widens into a triangle. Then a narrow gorge again.
- 68.2 mi. Bridge. Village. B.P. Gasoline pump. Village of NESSA.
- 69.8 mi. Small village to west.

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70.3 mi. Miles from Teheran. Hill village to west.  
71.2 mi. White stone ridge to east. Cendarmerie.  
71.6 mi. One arch cut stone bridge over stream. Road begins to climb.  
72.7 mi. Snow roofs over road built of concrete  
73.2 mi. Snow roofs over road built of concrete  
73.5 mi. Giant culvert over river. Road crosses to other bank. S curves. Climbing. Road well maintained.  
74.9 mi. Two snow roofs over road. Also retaining walls against rock slides.  
76.1 mi. Entrance to CHALUS tunnel. Tunnel closed for repairs. Summer road climbs over the mountain. Tunnel generally used only in winter when pass is closed.  
81.0 mi. Summit of pass. Snow flurries started Oct. 5. Caspian Sea side was in rain and heavy mist. Clouds of rain coming more and more over mountains to desert side of mountains. Soon (1½ months) it will rain in Teheran. Dense vegetation on Caspian Sea side.  
86.5 mi. Road junction. Dusty roads have turned to mud. Tunnel entrance.  
90.0 mi. Bridge. Stream appears. Narrow rocky gorge.  
91.0 mi. Bridge. Red soil. Vegetation in abundance.  
92.5 mi. Agriculture  
92.9 mi. Bridge.  
93.3 mi. Village  
95.0 mi. Bridge. S curves. Steep downward grade.  
96.5 mi. One arched bridge. Road control.  
98.2 mi. Bridge. Sheer rock walls. Narrow rock cut. Steep road.  
100.6 mi. Terrific S turns. Road now along river bed.  
102.7 mi. One arch bridge. S turn.  
103.8 mi. Bridge. Narrow defile.  
107.2 mi. Bridge.  
107.6 mi. Bridge  
108.5 mi. Bridge  
110.5 mi. Bridge. Road on left bank  
111.3 mi. Bridge  
113.1 mi. Bridge. Small village  
116.6 mi. Bridge. Muddy road  
118.0 mi. V cuts  
120.0 mi. Bridge  
123.3 mi. Bridge  
123.6 mi. Bridge  
124.2 mi. Cut stone bridge. One arch. One road goes to east. Main road goes north.  
125.0 mi. Bridge  
129.4 mi. Bridge  
133.8 mi. Estate to west  
136.6 mi. Bridge  
~~138.9 mi. Bridge MB.~~

From Teheran to Gungun

135.9 mi. Two small bridges. Rough pitted road surface.  
 136.5 mi. Level grade  
 136.9 mi. Bridge  
 137.8 mi. Asphalt road. Red Card road block.  
 138.1 mi. Town of CHALUS. Steel bridge. Fine hotel. B.P. gasoline upmp. Driving time Teheran to Chalus: 5 hours. One way traffice: Teheran to Chalus during 7 hours - 43 trucks, 11 buesses, 2 cars. Leaving CHALUS and traveling eastward along the Caspian shore.  
 138.2 mi. from Teheran. Road is paved, but there are some bad holes in it. There were 2 cranes on track dock to north of road.  
 142.6 mi. Bridge. Pavement ends. Surface of road is poor with lots of holes in the dirt and gravel. The road goes from poor to bad.  
 146.8 mi. Bridge  
 153.2 mi. Bridge. Abundant coastal vegetation. Prolific wild pomegranites and olack berries. Continuous habitation. Houses built of logs with thatched roofs. Lots of food, forage and fire wood. Also lots of area to hide in.  
 156.9 mi. Bridge. Road good  
 158.6 mi. Village to south  
 158.8 mi. Bridge  
 159.7 mi. Bridge  
 160.1 mi. Bridge  
 160.4 mi. Bridge  
 162.7 mi. Bridge  
 163.0 mi. Bridge  
 163.7 mi. Bridge  
 163.8 mi. Bridge. Road surface poor.  
 164.6 mi. Bridge  
 166.7 mi. Bridge  
 166.9 mi. Bridge  
 167.6 mi. Bridge  
 168.1 mi. Bridge  
 168.6 mi. Bridge  
 169.2 mi. Bridge  
 170.0 mi. Bridge  
 170.1 mi. Bridge  
 170.2 mi. Bridge  
 170.5 mi. Village  
 170.6 mi. Bridge  
 172.5 mi. Bridge  
 173.9 mi. Village  
 174.0 mi. Bridge  
 174.4 mi. Bridge  
 176.6 mi. Village sand dunes between sea and road  
 176.9 mi. Bridge  
 178.7 mi. Bridge and village  
 179.0 mi. Bridge  
 180.0 mi. Bridge

SECRET

- 4 -

Teheran to Gurgan

182.0 mi. From Teheran. Center of a long village.  
 182.3 mi. Bridge. Road is good here. Two telephone lines follow road side  
 185.7 mi. Bridge  
 189.4 mi. Village. Rice factory  
 189.6 mi. Bridge 3 telephone lines now follow road side  
 190.5 mi. Red Card checking station. Town of MAHMUDABAD  
 193.3 mi. Bridge. Gravel road.  
 193.5 mi. Bridge  
 193.8 mi. Road flooded after heavy rains  
 194.6 mi. Bridge  
 195.9 mi. Village to north and bridge  
 196.7 mi. Small village  
 197.0 mi. Road flooded after heavy rains  
 199.2 mi. Bridge  
 199.9 mi. Bridge  
 200.9 mi. Steel and concrete bridge over stream. Village  
 205.9 mi. Large village  
 206.0 mi. Large bridge. Bamboo along stream. ~~XXXXXX~~ Use of canoes.  
 211.7 mi. Road has more gravel and is fair. Cotton fields  
 213.1 mi. Town of BABAL SAR  
 213.4 mi. Steel bridge over river  
 213.6 mi. B.P. Gasoline pump. Red Card checking area.  
 Road turns northward and goes inland. Road surface very rough. Gravel and dirt. Two telephone pole lines. Road is 2 trucks wide but only the center is usable.  
 222.4 mi. Town of BABUL  
 224.8 mi. Outskirts of town. Textile factory  
 226.1 mi. Road turns eastward again  
 227.3 mi. Small bridge. Road very poor  
 235.0 mi. Short stretch of asphalt road and a bridge. Rice fields  
 244.5 mi. Town of SHAHI. Railroad track follows alongside the road to the south. B.P. gasoline pump. Hotel.  
 246.2 mi. Sugar factory  
 246.6 mi. Cross railroad tracks - a spur to the mainline. The car road has more dirt and less gravel. Surface good. 2 sets of telephone poles. Main railroad line on southside. Flat country with foothills to south. No such lush vegetation as around Chalus. Still very fertile though.  
 257.2 mi. Enter town of SARI. B.P. Gasoline pump. Red Card checking.  
 258.5 mi. Leave SARI. Red Card checking station. Oil tanker 3 span steel railroad bridge to south.  
 259.7 mi. Long concrete bridge  
 261.1 mi. Railroad grade crossing. Mainline now on north of road.

**SECRET**

**SECRET**

From Teheran to Gurgan

269.2 mi. From Teheran. 10 foot bridge.  
 273.6 mi. Railroad grade crossing for a branch line  
 275.6 mi. Bridge. Village. Road is washboardy  
 283.2 mi. Sea cliffs to south.  
 290.1 mi. Village  
 290.7 mi. BEHSHAHR. B.P. Gasoline pump. Hotel. Cobble streets.  
 291.1 mi. Leave Behshahr. Cobblestone road.  
 292.4 mi. End of cobblestones  
 292.6 mi. 10 foot bridge. Road goes off to south.  
 294.9 mi. Bridge. Old town to south. Cotton fields and wooded hills.  
 298.2 mi. 3 arch concrete bridge.  
 301.4 mi. 10 foot bridge. 3 sets of telephone poles  
 303.0 mi. Village. Start to climb slightly. Leaving coastal plain  
 306.9 mi. Bridge. Low hills  
 308.1 mi. 40 foot concrete bridge. Village  
 313.7 mi. Road goes off to north to BANDAR SHAH. GURGAN road goes straight.  
 313.8 mi. 18 foot concrete bridge.  
 314.1 mi. Two 10 foot concrete bridges.  
 314.5 mi. 10 foot bridge  
 314.7 mi. 10 foot bridge. Scrub growth on each side. No agriculture.  
 315.5 mi. Bridge  
 315.8 mi. Bridge  
 316.4 mi. Four 10 foot bridges.  
 317.3 mi. Bridge  
 317.9 mi. Bridge  
 318.7 mi. Bridge. Fields to south of road.  
 319.5 mi. 15 foot bridge.  
 319.8 mi. Bridge  
 320.5 mi. Cross roads of dirt and mud  
 321.5 mi. 15 foot bridge. A few tall trees  
 321.9 mi. 12 foot bridge.  
 323.5 mi. Bridge  
 324.1 mi. Bridge. Many side roads of mud. Grassy country.  
 328.1 mi. Bridge. Village  
 328.5 mi. Bridge  
 329.7 mi. Bridge  
 331.6 mi. 15 foot bridge. Flat country.  
 335.4 mi. Bridge. 2 sets of telephone poles. Another bridge.  
 336.5 mi. Village to north 100 yards. Drier country. Steppe country.  
 338.0 mi. Bridge. Wooden shrine to north.  
 338.5 mi. Bridge 15 foot.  
 339.2 mi. Gendarmerie.  
 340.0 mi. Broad plain

**SECRET**

From Teheran to Gurgan

SECRET

346.0 mi. 18 foot bridge. Dry stream bed. Low growth. No trees.  
347.3 mi. 20 foot bridge. Dry stream bed.  
347.7 mi. GURGAN. B.P. Gasoline pump. Red Card checking station. 3 hours driving time from Chalus. In ten hours trafficone way - Gurgan to Chalus: 18 trucks, 9 busses, 12 cars.

ROAD FROM GURGAN TO TURANG TEPE (Hillock) 8 October 1949

Leave Gurgan and take the road going east. It is a dirt and gravel road, 2 cars wide. Red card checking station at edge of town.  
0.5 mi. From Gurgan. KINGHIZ village. They escaped from Russia 16 years ago. They are mongoloid. They work as road and repair crews.  
1.1 mi. Small road goes off to north. This goes to the Russian border.  
4.2 mi. 2 roads make a fork. Ours goes left or northeast.  
4.5 mi. Culvert. 2 sets of telephone poles.  
6.1 mi. Village to north of road.  
8.1 mi. Road (country type) going north.  
9.7 mi. Another country road going north - goes to Turang Tepe ( 4 miles from road) and to Border.  
9.9 mi. Country road going south.  
12.0 mi. 25 foot bridge. Village of TAQIABAD. Road goes straight eastward.  
Driving time for Gurgan: 15 minutes.  
There are lots of high wheeled carts on the road belonging to Turkomans. This road is heavily traveled.

SECRET

**SECRET**

7-16 September 1949

Road from Qain south to Zabul

Leave Qain and go south.

2 mi.	From Qain. Continuous cultivation. Habitation to east. Good gravel road, two trucks wide.
3.7 mi.	Qanats
4.3 mi.	Well to west.
7.0 mi.	Well to east.
9.9 mi.	Village to east. Green fields.
10.0 mi.	Tea house. Village to west. Trees. Terrace agriculture.
10.8 mi.	Dry ford.
11.8 mi.	Fields. Terraced. Village to east. Trees. Village of KHANAQ. (See Study) Excellent gun emplacement on cliff to East above road. Road climbing.
12.5 mi.	Water well. Road very good.
14.0 mi.	Road twists. 14.4 mi. - crest.
15.2 mi.	Green trees and fields. Gradual slope.
17.8 mi.	Cut stone wash. S curves.
18.3 mi.	4 washes.
19.4 mi.	3 washes. Fields to west.
19.9 mi.	2 washes.
20.0 mi.	Water hole
21.5 mi.	Wash. Level grade
22.1 mi.	Terrace agriculture. Big village. Green fields.
22.4 mi.	River valley east.
24.1 mi.	Water
25.2 mi.	Small village. 2 washes. Climbing. S curves.
26.3 mi.	Top of pass. Many washes. Road out.
27.2 mi.	2 washes. Road climbs.
27.9 mi.	3 washes
28.8 mi.	Crest. Steep descent. S curves.
30.1 mi.	Road level.
32.2 mi.	Crest.
32.9 mi.	Large town with green fields. SEHDEH. Center of Ismailites.
34.3 mi.	Qanats. Village to east. Dry country. Road climbs.
36.7 mi.	Village 1/3 miles to east.
38.6 mi.	Small village. Terraced agriculture.
39.1 mi.	Water well.
41.5 mi.	Gendarmerie. Road climbing gradually but steadily.
43.9 mi.	Crest.
44.7 mi.	Wash
45.1 mi.	Farm with trees and water pool. Road going up.
46.3 mi.	Well to east. Hilly
47.4 mi.	Crest. Small farm.
49.1 mi.	Village with trees and pool.
49.9 mi.	Terraced fields. Small property. Old rounded mountains. Dry.
51.3 mi.	Fields. Farms. Cultivation.
52.1 mi.	Scum on water pool. Road climbing.
54.8 mi.	Pass. S turns. Down grade. Steep descent.

**SECRET**

**SECRET**

Qain to Zabul

55.8 mi. Gendarmerie. Pool of water. Trees. Otherwise barren.

57.6 mi. Small village. Farms. Windmills.

58.7 mi. Wash. Village to west. Cultivation.

60.0 mi. Village to east. 2 washes. Road very good. Going 50 m.p.h.

61.0 mi. Village to east. Wash. Going down gradually.

62.4 mi. Village to east.

63.7 mi. Cross riverbed.

64.1 mi. Water well. Plain to east.

65.4 mi. Water well. Telephone lines.

68.2 mi. Airfield to southeast.

70.5 mi. Ford.

71.0 mi. Town of BIRJAND. B.P. Gasoline in tins. Police check up. Time from Qain - 2 hours. Birjand has all its city water supply piped in from a reservoir. The only city with good water in Iran. Birjand has no drosheys or other public conveyances. The kilometer stones since MESHED have been regular and in European numbers. Excellent gravel road.

72.0 mi. Leave Birjand. Go south on road to Zahaden. Telephone line. Flat plain to west 3-4 miles wide. Rough surface.

77.1 mi. Water well. Small village of 15 houses to east. Walled estate to west.

78.8 mi. Village of 25 houses to east.

79.6 mi. Village of 80 houses with trees - east.

84.0 mi. Walled estate and trees -  $1\frac{1}{2}$  miles to west.

87.1 mi. Big walled property and village to west. Dry wells

88.5 mi. Road west goes to village.

90.5 mi. 3 wells.

92.3 mi. Walled property.

93.1 mi. Walled village to east

93.6 mi. 2 walled villages to east

95.1 mi. Ford. Continuous cultivation. Series of villages.

96.0 mi. Village of MUD. Time:  $2\frac{1}{2}$  hours from Qain. Go from here on dirt road to west.  $10\frac{1}{2}$  miles to Valley of Harivand. Road is one lane. Goes up grade through area of terraced farming. Time: takes  $\frac{1}{2}$  hour. Lots of water.

96.9 mi. from Qain. Leaving MUD. Very good road - wide.

97.6 mi. Dry wash. Telephone poles. Plain to east. Foothills west.

100.0 mi. Gentle up grade. 5 houses and trees to west. 4 washes.

103.5 mi. Steep upgrade. Crest.

103.6 mi. Road level now. Culvert. Now on a flat plain.

111.1 mi. Rest house. Ground flat and good for maneuvers.

113.1 mi. Water well. Kilometer stones have European numbers.

115.0 mi. Stream winds near road. Flat country.

117.0 mi. Water well.

118.7 mi. Town of 44 houses to west. Trees. Cultivation.

QAIN to ZABUL

122.2 mi. Small village to east. Barren plain. Very good road.  
 124.0 mi. Dry ford.  
 125.0 mi. Stream bed to west near road. Flat, even plain.  
 126.0 mi. Ford - several crossing stream each time.  
 133.0 mi. Foothills. Going up grade.  
 134.4 mi. Cut stone wash. Parched earth. Dry hollow bush - good for fuel.  
 136.7 mi. Crest of small hill. Going down. Winding road. S curves. Hills.  
 138.3 mi. Ford.  
 139.9 mi. Cut stone wash. Another flat plain on both sides.  
 142.0 mi. Small rest house. These are caravan houses with 3 rooms for man and beast, with five places. They are located every so often along the road from Birjand to Zahedan. This is the beginning of the DASHT-E-LUT desert.  
 144.4 mi. Stream is on the west. Low cliffs and hills.  
 145.9 mi. Cross stream bed - dry.  
 148.2 mi. Gendarmerie  
 149.2 mi. Village 2/3 mile to east.  
 150.0 mi. Cut stone wash. Flat plain.  
 152.0 mi. Village and extensive salt flats to east.  
 153.0 mi. Sand dunes. Vegetation disappearing. Camel herds.  
 158.0 mi. Village of 8 houses to east. Gendarmerie  
 159.0 mi. Washes. Very flat terrain.  
 164.9 mi. Rest houses. 3 rooms. Plain 6 to 8 miles wide.  
 173.1 mi. Rest house. Water well.  
 174.9 mi. Water well 200 ~~xxx~~ yards to east.  
 180.9 mi. Town of SHOSB. B.P. gasoline in tins. Water. Last chance. No more water or gasoline until Zahedan or Zabul.  
 181.0 mi. Watch tower. Hilly.  
 187.6 mi. Village to west. Dry country. Desert.  
 194.1 mi. Rest house  
 201.3 mi. Village to west with windmills for grain.  
 203.0 mi. Village 3 1/2 miles to west. Oasis in a parched land.  
 208.1 mi. Village  
 240.0 mi. Gendarmerie. Water well.  
 243.0 mi. Rest house. Slightly wavy plain. Hot and parched.  
 250.0 mi. Rest house.  
 252.1 mi. River bed. Slight up grade. Little vegetation on hills to east.  
 256.1 mi. Village. Tents of nomads. Camels. Palmetto.  
 256.4 mi. Rest house. Road well maintained. Stones on plains.  
 264.0 mi. Dead village to east. Flat plain to east to horizon  
 311.0 mi. Dirt road goes off to east. Flat plain.  
 314.9 mi. Rest house. Fine gravel road. Gendarmerie.  
 321.7 mi. Rest house. Time from Qain is 7 1/2 hours.  
 323.3 mi. Road to Zahedan goes straight to south. Road to Zabul turns off here- goes northeast. The road to Zabul is good- made of gravel and sand. Two trucks wide. sand.

Gain to Zabul

333.0 mi. Sand dunes and baked mud flats. Good for landing field.  
 336.0 mi. Sharp turn to south, go down into canyon  
 337.0 mi. Come out of canyon. Head north. Sharp turn to northeast.  
 341.0 mi. Houses  $1\frac{1}{3}$  mile to north.  
 346.9 mi. Detour of  $1\frac{1}{5}$  mile due to sand drifts over road.  
 357.5 mi. Two other detours. Sand dunes are 8 feet high. Lots of fire wood.  
 348.8 mi. End of detours. One telephone line to Zabul.  
 351.1 mi. Army post. Check Red Cards going into Zabul but not coming out. A true desert post. 58 miles to Zabul.

Kilometers from Army Post to Zabul

35.2 klm. Road fair. Two cars wide. Completely barren country. From the Army Post. Descend gradually from plateau of desert to baked flood plain of dry river bed and Lake Harun.  
 56.5 klm. Road of gravel and sand. Surface rough. Bluffs. Tents  
 59.0 klm. Gendarmerie. Check red cards. Also a customs office to check goods coming from Afghanistan. 37 miles to Zabul.  
 60.0 klm. Village and nomadic tents. Camels. Baluchi tribes.  
 63.0 klm. Sand dunes across the road. Citadel one mile to south. Bluffs.  
 67.0 klm. Marsh grass. Several mounds. Sand dunes.  
 69.0 klm. Ruins on both sides. One telephone line to Zabul.  
 69.6 klm. Bridge. Village to south. Nomad tents and mat huts.  
 70.8 klm. Village  $\frac{1}{2}$  mile to north.  
 73.6 klm. Bridge  
 76.1 klm. Bridge. Camels  
 80.0 klm. Two villages  $\frac{1}{4}$  mile to north. Scattered groups of houses.  
 82.0 klm. Drifting sand.  
 84.3 klm. Bridge over branch of main river. Very flat baked clay country. Road very rotten. One car wide.  
 86.0 klm. Bridge over main river from Afghanistan to Lake Harun. Lots of fishermen of a primitive type of man. The concrete bridge (and only bridge to the town of Zabul) is of wood and is very weak. Therefore, it is closed to all traffic except light passenger cars. Zabul has only one car - the governor's. Busses and trucks unload at the bridge. Another truck on the other side of the bridge brings the freight and people into Zabul. The river is very deep and could not be forded. Thus without this bridge, the town would be cut off from all traffic. The banks on both sides of the river are rather steep. Road disappears. Sand.

SECRET

Qain to Zabul

91.6 klm. Town of ZABUL. (from Army post to Zabul: 58 miles)  
From Qain to Zabul: 409 miles - 9½ hours.  
Traffic during about 48 hours between Qain and  
Zabul - going in opposite direction: 1 car, 2 trucks,  
5 busses.  
The road from Mesned to Zahedan is excellent- well  
maintained, very wide, smooth, gravel. There are  
kilometer stones all along the way, yet there is no  
traffic on this road. This is a truly deserted  
country.  
ZABUL has a B.P gasoline station selling gasoline  
in tin cans. The town is constantly blown by terrific  
dust storms.  
There are no drosheys or other means of transportation  
in Zabul - not even bicycles. It is a desolate spot.

SECRET

**SECRET**

6 September 1949

Road from Salami south to Qain over desert

Leaving Salami and going southeast.

- 2.2 mi. From Salami. Road is simply a dirt track, but flat. A plain on either side - good for parachute drops. Flat. Very sparse vegetation.
- 3.4 mi. Slight undulations. Wonderful tank country.
- 5.6 mi. Village with lots of trees - two miles to north. Flat desert plain. 15 miles wide.
- 9.8 mi. Village 5 miles to north. One set of telephone poles.
- 12.3 mi. Qanats
- 13.0 mi. Ruins and oasis. 200 yards to south.
- 13.3 mi. Qanats. Estate  $1\frac{1}{2}$  miles to north.
- 14.0 mi. Village to north. Estate  $\frac{1}{2}$  mile to south. Also village.
- 15.4 mi. Qanats. Large property and village  $\frac{1}{2}$  mile at base of hills.
- 17.5 mi. KHAF. Continuous habitation to south. Two roads - eastern one goes into plain. We take southern fork. Two rows of grain mills.
- 18.2 mi. Gully. Very flat plain. Sparse vegetation. Gravel and dirt road.
- 20.3 mi. Sand dunes. Telephone poles. Single track road.
- 21.2 mi. Village to south with wind mills.
- 22.6 mi. Village  $1-1\frac{1}{2}$  miles to south at base of hills. Road a plateau again.
- 25.2 mi. Village  $\frac{1}{2}$  mile to south with windmills and trees.
- 25.6 mi. Road forks. We take southern fork. Plain broadens out. Still very flat. Almost no vegetation. Good road. Telephone poles.
- 29.8 mi. NASHIRUN. Village. Oasis. Lots of pine trees. Skirt town.
- 30.6 mi. River bed 400 feet long. Tough going for car. Telephone poles. Camel caravans. Water well.
- 33.0 mi. Hilly terrain. Very eroded.
- 33.2 mi. Crest. Another plain.
- 34.1 mi. Stream bed. Flat plain. No stones. Barren. Sparse vegetation.
- 38.0 mi. Water well.
- 41.0 mi. Qanats. Mud flats.
- 43.3 mi. Village - fortified - BRASABAD. Road crosses mud flats. Windy. Time from Salami is 2 hours.
- 45.3 mi. Village to east.  $\frac{1}{4}$  mile. Owned by same man who owns Salami.
- 45.7 mi. Stream bed. Bushes. Telephone poles. Sage brush.
- 48.9 mi. Mud plain and baked clay ground.
- 50.0 mi. Watch tower. Village of 20 houses.
- 51.0 mi. Buildings to west.
- 52.0 mi.
- 52.6 mi. Village of BUSHANGI. Fortified. Time from Salami 2 hrs. 20 min.

**SECRET**

Leaving BUSHANG1 the road goes southwest of the desert. qanats. Telephone poles. Very flat. No stones. Good for parachutes. No road. Follow telephone poles and camel tracks. Nomad tents.

- 62.5 mi. From Salamī. Village. Irrigation. MEHRABAD. Camels. Follow telephone line. No road.
- 65.0 mi. GUNIABAD village.
- 65.9 mi. Nomad tents. No road. Follow tracks. All vegetation is dried out. Telephone poles. Few green bushes.
- 67.0 mi. Flat ground but surface is uneven. Follow poles.
- 70.0 mi. Cross stream bed.
- 70.8 mi. Foothills 200 feet to west. Lots of bamboo-like plants. Good for fuel - dry. Lots of antelope.
- 74.1 mi. Stream bed. Water salty. Very wide and flat. This is excellent country for operations. Far from everybody. Lots of highwaymen this area - come from Afghanistan.
- 75.0 mi. Water well. Shrubs. Lots of green to west. Going up hills.
- 76.0 mi. Sandy soil. Road is on level plateau again.
- 77.0 mi. Low hills 1/3 mile to east. Series of hills to west one mile.
- 78.0 mi. Foothills 2-3 miles to west. Sand dunes. Plenty of dry vegetation to burn as fuel. Telephone poles.
- 82.1 mi. Stream bed. Dry stalks are resinous - good for fuel. Flat desert. Sandy soil. Mountains to east.
- 84.0 mi. Cultivation to west. Terraces. Camels. People farm a little and then go away. Road very bumpy.
- 87.2 mi. Village of IBRAHIMABAD. Take road to west. Stream. Nice Gendarmerie.
- 89.4 mi. Water well. Skirting river on west. Nomad camp.
- 90.0 mi. Mountains to west one mile.
- 91.0 mi. Little canyon. Part of road has crumbled.
- 91.5 mi. Steep descent into stream bed. Road becomes visible.
- 92.3 mi. Ford river. Telephone poles. Go into foothills. Large uninhabited stretch. Road very uneven - crosses many wadis. Cultivation.
- 95.0 mi. End of cultivation. Road very poor. Nomad tents. Good area for ambush along river bank.
- 96.0 mi. Deserted village.
- 96.4 mi. Cross river. Go through a little canyon.
- 97.2 mi. House by river. Lots of juniper. Sand and hills. Road climbs.
- 98.1 mi. House, water well, nomad tents. qanats. River bed along road. A rocky, limestone defile, eminently suitable for defense.
- 103.2 mi. Miles from Salamī. Follow up rocky defile. Caves. A river bed road. Water not too far away. Good fuel. Good for defense.

Salami to Qain

- 105.6 mi. Water well. A few rocky outcrops.
- 106.2 mi. Water well. Road climbing.
- 106.8 mi. Water hole. Road one car wide - of sandy gravel.
- 107.7 mi. Top of divide. Steeper descent. Telephone poles.
- 110.5 mi. Down grade is not so steep. Still a dry stream bed.
- 111.2 mi. Irrigation ditch. water wells. Fields.
- 111.5 mi. Cross river bed. Brackish water. Road climbs.
- 112.1 mi. Qanats. Barren country due to seven year drouth. Good dirt and gravel road.
- 113.3 mi. Top of crest.
- 113.7 mi. Water well. Cross river. Fort, two trees and ruins to west.
- 114.6 mi. Qanats. Rough road.
- 116.0 mi. Large village. Half deserted. Green fields, trees.
- 118.0 mi. Dead village. Qanats. River bed  $\frac{1}{2}$  mile to west.
- 118.4 mi. Water well.
- 118.9 mi. Two villages.  $\frac{1}{4}$  mile to east and  $1\frac{1}{2}$  mile to west. Fertile.
- 121.4 mi. Fertile area. QAIN. B.P. Gasoline pump. Time  $6\frac{1}{2}$  hours from Salami. Absolutely no traffic. A true desert country. Lots of highwaymen from Afghanistan prowl in this region.

SECRET

29 August 1949

Road from Soltan-Abad north into Meshed

Just outside of Soltan-Abad the road to Meshed branches. One branch goes southward over Nishapur; the other branch goes north.

The northern branch is a good two lane well-traveled road. The flat plain to the west is good for parachute drops. It is actually better than the main traveled southern route. One can easily do 50 m.p.h.

- 2 mi. from Soltan-Abad there is a flat plain on both sides of the road for several miles. The vegetation is very sparse.
- 5 mi. Wheat field to east.
- 11.2 mi. Village of about 150 houses. Cotton fields.
- 12 mi. Desert vegetation. Few sheep and goats.
- 12.5 mi. Leaving plain. Road starts climbing.
- 13.8 mi. Road curves to west. Foothills. Very barren. Strong gusts of wind.
- 15.2 mi. Cross stream bed.
- 16.9 mi. Top of climb.
- 18.3 mi. Village of 10 houses. 12 Tents of Kurds. 120 camels.
- 19.0 mi. A plain  $\frac{1}{2}$  mile wide runs between foothills. Good dirt and gravel road. Village  $\frac{1}{2}$  mile to west at base of hills. Oasis to east in hills.
- 24 mi. Town and oasis. Road good.
- 26.6 mi. Dry ford.
- 28.4 mi. Village of 20 houses. Water wells. Gendarmerie.
- 29.1 mi. Entering narrow defile.
- 30.1 mi. Village to east.
- 30.4 mi. Watch tower on hill to east.
- 31.2 mi. Village of 25 houses  $\frac{1}{4}$  mile to west.
- 32.5 mi. Village  $1/2$  to  $3/4$  mile to east. 6 nomads tents near road.
- 33.4 mi. S turns. Road climbing. Village of 50 to 60 houses  $\frac{1}{2}$  mile to west along base of a hill.
- 35 mi. Village of over 100 houses one mile to west.
- 36.2 mi. Town of 70 houses. Gendarmerie. One nomad tent.
- 37.2 mi. Village 2 miles to west.
- 37.8 mi. Road leaving the main valley. Climbs to east.
- 38.1 mi. Village of 200 houses  $\frac{1}{2}$  miles to west. 2 mile wide plain.
- 40.2 mi. Road straight and flat.
- 42.1 mi. Village 2 miles to east.
- 43.9 mi. Road is straight but climbing.
- 44.2 mi. Road in foothills.
- 45.1 mi. Village of 15 houses  $\frac{1}{4}$  mile to west.
- 46.2 mi. outskirts of village. Fruit trees.
- 47 mi. Village of 60 houses. Mongoloid people along road.
- 48.1 mi. Road climbing. Mountainous. Two car dirt and gravel good road
- 48.8 mi. Divide. Long valley ahead.

SECRET

SECRET

50.6 mi. In hills. Turkomans.  
 52.9 mi. Small village.  
 54.0 mi. Road long and straight. Start of down grade. Valley.  
 55.3 mi. Dry ford. Two car gravel road. Excellent.  
 56.3 mi. Windbreak of trees.  
 56.9 mi. Village  $\frac{1}{4}$  mile to south. This road joins main road from Quchan to Meshed. Village of 200-300 houses. Gendarmerie. Trip 1 hour 45 min. from Soltan-Abad to here. Road now goes southeast. It is very straight and flat. Can do 45 m.p.h. Plain 6 to 8 miles wide to east. Flat plain of sage vegetation. Kilometer stones from here to Takedan.  
 63.0 mi. Village  $\frac{3}{4}$  mile to southwest.  
 64.0 mi. Road climbs a little; slightly hilly.  
 66.4 mi. Village and gendarmerie to east. Mongoloids.  
 68.2 mi. 10 houses to east.  
 69.2 mi. Walled enclosure. Village of 200 houses, half empty.  
 73.0 mi. Road is straight.  
 74.8 mi. Village to east. Small village 1 mile to west.  
 79.0 mi. String of villages in center of valley to east.  
 82.8 mi. Roads turns and runs down length of valley.  
 85.0 mi. Slight upgrade. Valley is 10-15 miles wide.  
 87.8 mi. Village  
 91.0 mi. Dirt road runs to west parallel to main road.  
 92.0 mi. Village to east. Road runs in center of valley. Qanats.  
 95.0 mi. Village. Cultivated area.  
 95.2 mi. Single arch bridge.  
 96.4 mi. Large walled enclosure. Village. Gendarmerie.  
 98.0 mi. Ford stream with water. Road poor.  
 98.5 mi. Wooden bridge. 3 sets of telephone poles from Quchan.  
 101.0 mi. Series of qanats on both sides. Whole string of villages and trees.  
 105.0 mi. (168 kilometers) B.P. Gasoline pump. Village of Nishapur.  
 108.0 mi. Road poorer.  
 108.8 mi. Small village. Continuous cultivation.  
 110.1 mi. Village. 3 sets of telephone poles.  
 114.0 mi. Village  
 115.0 mi. Village. Continued cultivation.  
 116.0 mi. Village  
 124.0 mi. Village  
 126.0 mi. Village  
 131.6 mi. MESHEH. B.P. Gasoline pumps. Hotels. Time: 5 hours. Traffic going opposite direction during 5 hours period: 2 cars, 3 busses, 7 trucks.

In MESHEH they are repairing and paving the west bound avenue from the Shrine to the outskirts of town.

SECRET

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